VOLUME IV NUMBER 46 "The Motorcycle Enthusiast's Weekly Newspaper" November 30, 1967

CYCLE NEWS

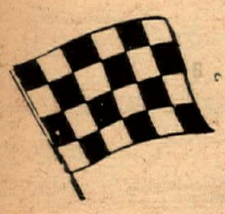
25¢

Fantastic riding style of Dave Bickers caught by the camera of Clyde Schnase at Castaic.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets $1.50, $2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. $1.25 admission, $2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

FRIDAY, NOV. 17, 24, DEC. 1, 8, 29, JAN. 5, 19, 26, FEB. 2, 9, 16, 23 & 24 (Sat.)

INDOOR SHORT TRACK at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse $450 plus 40% over $2200 gate. $50 per week to hi-point season rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults $2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

FRIDAY, NOVEMBER 24th

LEGISLATIVE MEETING at the San Franciscan Hotel in San Francisco, Cal. Open to all Calif. M.C. dealers, this special seminar is hosted by the International Sport-Cycle Foundation. Guests will include Assemblyman John Foran and Sen. Randolph Collier, who wish to work out differences with the motorcycle industry before next year's session. Dealers, here's your chance. For more info contact Ted Long, Director, Cycle Foundation, P.O. Box 5945, San Francisco, Calif.

NOVEMBER 23rd–26th

CYCLE '68 MOTORCYCLE SHOW, presented by International Sport Cycle Expositions at Brooks Hall in San Francisco's Civic Center. Held during official Calif. State Cycle Week Nov. 2-5. Hours 4-11 p.m. Nov. 2 & 3; 11 a.m. -11 p.m. Nov. 4; 11 a.m.-11 p.m. Nov. 5. Adults $2.00, children under 12, 75¢. Featuring customs, antiques, racers, movies, door prizes including free motorcycles, Evel Knievel's opening night jump in Civic Center. Also introduction of '68 models, Civic Center GP by AFM's GP and sidecars, and continuous indoor bicycle racing on closed course.

SATURDAY, NOVEMBER 25th

NATIONAL CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. 1st Annual Barstow (Calif.) to Las Vegas (Nev.) run. Televised. Entry $5.00 by mail, $6.00 post. Start 9 a.m. sharp. Two gas stops, small tanks maybe more. Overnight camping area at start with 24-hr. service station and cafe. Bring your own pits. Limed from Minneola Rd. and Interstate 12, approx. 12 miles north of Barstow, Calif. Mail standard entry to Bob Holmes, 866 E. Comstock, Glendora, Calif. For info call (213) 444-3445 after 4 p.m.

SATURDAY, NOVEMBER 25th

LONG BEACH POLICE SHOW & DANCE at Long Beach (Calif.) Municipal Auditorium, 270 E. Seaside Ave., adjoining L.B. Arena. Featuring Morey Amsterdam, The Mexicali Brass, Master of Ceremonies Jack Denton, Miss Tulera Lee, Billy Barty, Teddy Phillips Orch. Opens at 7:30 p.m., show begins at 8:30 p.m. No alcoholic beverages, concession stands, semi-formal dress. Ticket price of $5.00 admits one entire family. For more info call (213) 632-1616.

SAT. & SUN NOVEMBER 25th & 26th

3rd ANNUAL INDIO MOTORCYCLE TOUR sponsored by Pacific Coasters M.C., co-sponsored by Indio Chamber of Commerce. call (714) 528-4290. Forst Ranch located Hwy. 99 between L.A. Co. Honor Farm and Castaic on west side of Fwy. Can be seen from Fwy. and will be marked.

INDOOR SHORT TRACK, AMA professional sanc., presented by Valley Sports, Inc. at Fresno, Calif., in the beautiful new Fresno Convention Center Complex. Nov., Am., Exp. riders. Purse $900 plus 40% over $4000 gate. Free practice 1st date only at 3 p.m., time trials 5:30 p.m., first race 7:30 p.m. All seats $2.50. For more info contact Harold Murrell, 505 W. Kearney Blvd., Fresno, Calif. 93706 or call 268-8856. More races Dec. 10 & 17, Jan. 7, 14 & 28, Feb. 4, 11 & 18.

Only 4 more weeks until Cycle News takes 2 weeks VACATION!

SUNDAY, NOVEMBER 26th

SCRAMBLES – By the Los Padres M.C. at Bay Mare Track near Simi, Calif. Small bikes start racing 9 a.m. SHARP. Big bikes roar at noon. Beautiful trophies will be presented at the track after the races. For info call Suzuki Oxnard, (805) 488-2619.

BENEFIT SCRAMBLES presented by Hi-Boots M.C. of San Diego, Calif. with all proceeds going to the family of Travis Petton. To be held at Dehesa race tracks. Take Hwy. 80 to Harbison Canyon Rd., then follow signs. Drawing for a 50cc Honda plus 15 other prizes donated by San Diego Co. M/C dealers. Starts at 10 a.m. All Dist. 37 riders are invited to participate.

FORST RANCH INTERNATIONAL MOTO-CROSS, ACA-sanctioned. All amateur class trophies, plus 250cc and 500cc Int'l moto-cross featuring the 6 Int'l riders now touring the U.S., headed by Torsten Hallman and Joel Robert. Both 250 & 500 Int'l events will be professional. Entry fee $5.00 admission $2.00. First event 10:00 a.m. pit gates open 8 a.m. Entries close Nov. 20, additional fee for post entries. Mail entries to ACA, P.O. Box 247, Fullerton, Calif. or

SUNDAY, NOVEMBER 26th

CROSS COUNTRY SCRAMBLES by Coos County Racing Assn., 7 mi. south of Coos Bay, Oregon, on Bandon Hwy. Approx. 75 miles, two laps for experts, one lap for beginners. Six bikes make a class – 100-175-250-Open. Rain or shine, signup at 10 a.m., race at 11 a.m. Av. speed 20 mph, top speed 60 mph. Entry $3.00 to Coos Co. Racing Assn., 1127 S. Broadway, Coos Bay, Ore. For info call 267-3311.

SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. Presented by Lodi M.C., AMA sanc. Signup 9-11 a.m., race at Noon. Admission $1.50 to ride or watch. Contact Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240 for further info.

IRON HORSE ENDURO, sponsored by Bay City M.C. at Lucerne, Calif. 115 miles of mostly dirt trails at 24 mph average. AMA sanc., mufflers and spark arrestors required. A & B classes, entry $3.00, closes Nov. 21. Contact Bay City M.C., 2180-A Folsom St., San Francisco, Cal. for more info.

HARE SCRAMBLES by Visalia Ramblers M.C., limed from Avenal, Calif. AMA Dist. 36-A points. Entry $3.00, spectators free. Concession stands, restrooms.

THIS CHRISTMAS GIVE CYCLE NEWS GIFT SUBSCRIPTIONS TO YOUR FRIENDS & FAMILY...

Nothing gives so much pleasure all year long as a gift subscription to America's Weekly Motorcycle Newspaper, CYCLE NEWS. Just fill out the coupon below, mail it to Cycle News, and your gift-giving problem is solved. We'll send a beautiful Christmas card to your loved one just before December 25th that says *"Merry Christmas! You have a gift subscription to Cycle News from...."* And we'll send Cycle News for one year, starting with the first issue of 1968.

SHORT OF CASH FOR CHRISTMAS GIVING? Don't worry. We can bill you after the first of the year. Isn't this a perfect way to say "Merry Christmas" all year through?

SPECIAL CHRISTMAS GIFT SUBSCRIPTION PRICE ONLY $6

CYCLE NEWS 6477 North Long Beach Boulevard, Long Beach, California 90805

Please send Cycle News for one year via 2nd class mail $6.00 ☐
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This is a new subscription ☐ This is a renewal ☐
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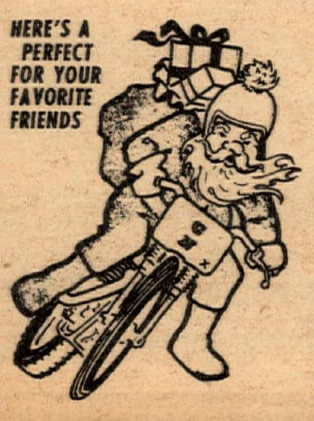


Name _____
Address _____
City _____ State _____ Zip _____

Your Name _____
Address _____

WIN THE MACHINE OF YOUR DREAMS... SEE PAGE 21

CYCLE NEWS Every week

Only $6 (1 year 2nd Class)

SUNDAY, NOVEMBER 26th

MOTO-CROSS, by Richmond Ramblers M.C. in Richmond, Calif. AMA sanctioned. Signup 9-11 a.m., practice 9:30-11:30 a.m., race at noon. Rain or shine, $1.00 to watch, $1.50 to ride.

THURSDAY, NOVEMBER 30th

SCTA MEETING at So. Calif. Trials Assn. Headquarters, 4707 W. 164th St., Lawndale, Calif. Starts at 7:30 p.m. Refreshments will be served. If anyone has movies to show, please bring them along.

SATURDAY, DECEMBER 2nd

TROJAN INDOOR PROFESSIONAL RACING at Long Beach Arena, Long Beach, Calif. Two classes, 125cc & 250cc. Special practice noon to 4 p.m. Sportsmen welcome to afternoon practice. Pit gate opens 6 p.m., closes 7:30 p.m. $200 minimum guarantee to 250 Main Event winner & $100 minimum guarantee on 125cc Main Event winner.

SUNDAY, DECEMBER 3rd

SCTA TRIALS at Little Rock, Calif. There will be an overnight campout on Sat. Starting time Sun. 10 a.m. This is the last trials for 1967. Limed from 77th St. in Little Rock.

14th ANNUAL SHOT GUN ENDURO, by Yellow Jackets M.C., rain or shine, AMA sanc. Starts at Cook's Station, approx. 29 miles east of Jackson, Calif. on Hwy. 88. Entry fee $3.00, post entry $4.00. Team $3.00 (3 riders make a team). Send to Armada, 465 - 5th Ave., Redwood City, Cal. 94063. Entries close Nov. 30. Novice & Expert classes if 6 or more, sizes: 0 125; 126-150; 251-Open. Half-hour layover at noon check; gas and food available. No sidecars, spark arrestors mandatory, mufflers advised. First rider out at 9:01 a.m., 24 mph average for approx. 100-mile course.

SUNDAY, DECEMBER 3rd

4th ANNUAL UNITED STATES GRAND PRIX ROAD RACE CHAMPIONSHIP, Willow Springs Int. Raceway. Pit Gates open 8:30 a.m., qualifying 9:30 to 11:00 a.m., first event 11:30. All classes G.P. and Production plus Sidecars. ACA sanctioned national points race. Entries close Nov. 27th; additional fee for post entries. General admission $2.00, children free. Track located Rosamond, Calif., 11 miles north of Lancaster and 5 miles west of Rosamond on Rosamond Blvd. For info. contact ACA, P.O. Box 247, Fullerton, Calif. 92632 or phone (714) 528-4290.

HARE SCRAMBLES ~~CANCELLED~~ red by Dyna-Mites M.C. ....., limed from Ponde. ....) Hwy. 145 & Ave. J.

RIVERSIDE EUROPEAN SCRAMBLES by the Hi-Jinx FMC, limed from Central Ave. south off Riverside Fwy. Riders meeting 9:30 a.m., start time 10 a.m. Entry fee $3.00, limit 125cc. Lots of sand, rain or shine.

EUROPEAN SCRAMBLES presented by Bushmasters M.C. All classes, rain or shine, six bikes make a class. Races start at 10 a.m. Location: In the Canyon Crest (Calif.) area, take Hwy. 395 southeast from Riverside to Edgemont, turn left on Alesandro at signal light and follow the lime. No affiliation required.

1st ANNUAL HARE SCRAMBLES by Cyclers M.C. of Bakersfield, Calif. AMA sanc., lots of trophies, 6 riders make a class, refreshments available. Entry $3.00. Limed from Bakersfield Speedway on No. Chester, starts at 12 noon. For info call Jack Benson at FA 4-0666 in Bakersfield, Calif.

MONDAY, DECEMBER 4th

AMA DIST. 36 REFEREE'S MEETING at Hayward M.C. Clubhouse, 3800 Depot Road, Hayward, Calif. Nominations for 1968 Dist. 36 Comp. Comm. must be in at this meeting. Starts at 8 p.m. All area clubs should send delegates to take an active part in Dist. 36 business.

SUNDAY, DECEMBER 10th

4th ANNUAL HIGH DESERT HARE & HOUND by the Cascade M.C., starts 23 miles east of Bend, Oregon on Alfalfa Road. All classes, riders meeting at 9:30 a.m. sharp, race at 10 a.m. Two times over 50-mile course, gas at start/finish line. Entry fee $3.00, many trophies.

NEVADA CHAMPIONSHIP TT SCRAMBLES, AMA sanc. One mile south of the new Desert Spa on the old Los Angeles hwy. Limed from the Hotel Tropicana in Las Vegas, Nevada. Practice 11 a.m., race at Noon. Last and best race of the season. For info call (702) 382-6600 from 9 a.m. to 6 p.m.

"TOYS FOR TOTS" POKER RUN, presented by Oxnard M.C., at Oxnard, Calif. All size bike and car entries accepted. Field meet events, too. Donation 50¢ and one new or repairable toy per person, with all proceeds going to the Marine Corps "Toys for Tots" drive. Signup 8-9:30 a.m. at Wallace Machinery Co., Rose Ave. & Hwy. 101, Oxnard, Calif. For further info contact Oxnard M.C., P.O. Box 1094, Oxnard, Calif. 93030.

BACK-TO-BACK EUROPEAN SCRAMBLES by Sinners & Spokebenders M.C.'s 45 min. to 1 hr. per class, no practice. Starts at 8 a.m., limed from Hi Vista. All classes from Trail Novice to Open Am. & Exp.

INTERNATIONAL MOTO-CROSS at San Diego, Calif. starring Dave Bickers, Torsten Hallman, Joel Robert and other top-ranking European riders. Riders entry fee $10, $15 post-entry. Everybody gets to race against the European stars. Spectators $1.75 per person or $3.00 per carload. At Dehesa race track. Take Hwy. 80 to Harbison Canyon Rd., then follow signs. For info call (714) 460-4289, send entries to Moto-Cross, P.O. Box 30571, San Diego, Calif.

SUNDAY, DECEMBER 17th

RIVERSIDE BOMBERS TT SCRAMBLES have been cancelled.

DUAL EUROPEAN SCRAMBLES by Viewfinders & Sandblasters. Dist. 37 points. Two courses. Entry $3.25 per race. Holiday area mid-way between highways 14 & 99. Limed from 190th West (Scott Road) at highway 138 (Ave. D). First events 8 a.m. See poster for schedule or call (213) 467-8378.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967— Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

FRIDAY, JANUARY 12, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968 – We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!.

FOR FAST SERVICE WHEN ANSWERING WANT ADS - SAY YOU SAW IT IN CYCLE NEWS

The Answer Man wants your questions – to Box 498, Long Beach, California.

TRAVIS PETTON BENEFIT RACE

On November 26, the Hi-Boots M.C. of San Diego, Calif. are holding a benefit race for the family of Travis Petton, AMA Expert rider #46x who lost his life in a spill at Ascot.

All proceeds of this race will go to his wife and children. It is scheduled for a 10 a.m. start at Dehesa race track, and there will be a drawing for a 50cc Honda plus 15 other prizes donated by San Diego County Motorcycle Dealers.

The Hi-Boots would like to see a lot of Dist. 37 riders come south to compete for this worthwhile cause.

AMA Sanctioned

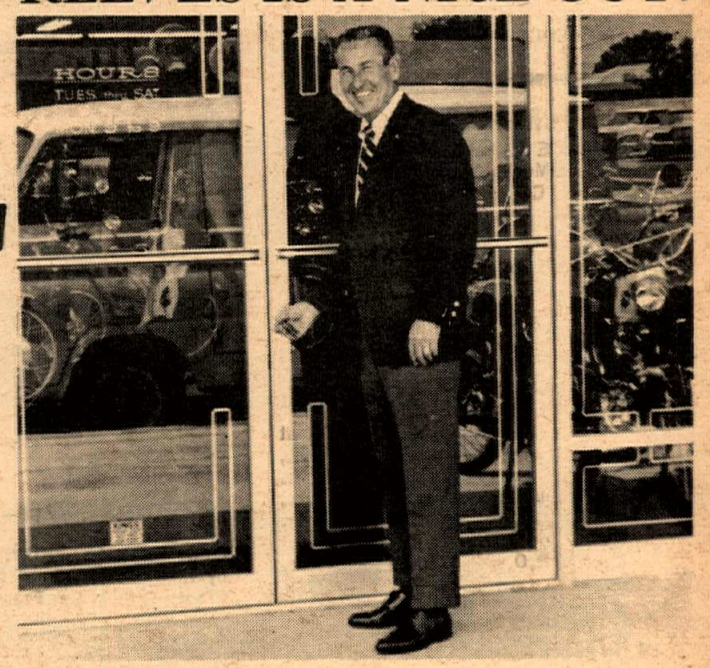
SCRAMBLES AT BAY MARE

Sun. NOV. 26

by the Los Padres M.C.
Small bikes 9 a.m.
Big Bikes Noon

Large trophies will be presented at the track.
For information call (805) 642-8458
or (805) 488-2619

NORM REEVES IS A NICE GUY.



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MOTO BETA
KAWASAKI
ULTRA MOTOR

(This ad paid for by Norm Reeves, Inc.)

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Downey, California
(213) 869-0600

PROFESSIONAL SHORT TRACK RACING

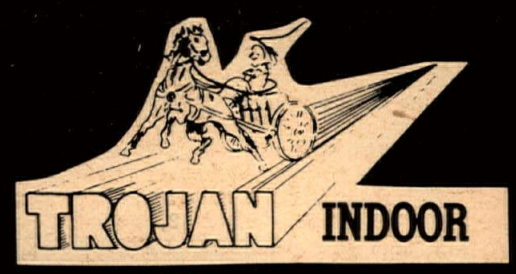
INDOORS at the SAN JOSE

County Fairgrounds (Expo Building)
San Jose, California

FRIDAY November 24 & Dec. 1st

RACES START 8 P.M.

SEE YOUR FAVORITE STARS IN ACTION ON THE ASPHALT OVAL!



professional MOTORCYCLE RACING

DATING GAME

DEC. 2
LONG BEACH ARENA

EVEL KNIEVEL WILL JUMP & SET INDOOR RECORD

TROJAN INDOOR *Motorcycle Racing* DEC 2 SAT NITE 8 PM

You'll always see it FIRST in CYCLE NEWS

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BY CHUCK CLAYTON

MACHINE OF YOUR DREAMS CONTEST CLOSES DECEMBER FIRST... GET YOUR ENTRY IN SUDDENLY

Stop whatever you are doing! Get a pencil and turn to the "WIN THE MACHINE OF YOUR DREAMS" contest blank in this issue! Write why you like riding motorcycles in the space provided and go W.F.O. to your nearest mailbox and post it! There! Now you have a chance of winning 1) a new Norton 750cc P-11 road/scrambler or 2) a new 100cc Yamaha trail bike or 3-52) a cycledelic Cycle News T-shirt of many colors by Hogan.

What's that? You are not a subscriber to Cycle News? You'll never be a winner that way! Turn to page two of this newspaper, get out your pencil again and give yourself a gift subscription (don't worry if you are short of coins. We trust you. Just tell us to bill you later). Gob buckety-buck to the mailbox again. There. Now you can be a winner!

TOYS FOR TOTS

As you no doubt know the U.S. Marine Corps has their "Toys for Tots" drive every year prior to Christmas. Again this year the members of the Oxnard Motorcycle Club are going to put on a "Toys for Tots" Poker Run.

This run is a little different than most inasmuch as we accept all size bikes and car entries. The donation is 50 cents and one new or repairable toy per person, with all proceeds going to the Marine Corps.

In past years we have just drawn riders from this area as we didn't advertise any place but around here. This year we are adding Field Events to the run and we are going to try to get riders from all of the Southern California area.

We feel that runs like this endeavor to help better relationships between motorcyclists and the public, and also help to make a better Christmas for a lot of little kids that otherwise might not have any toys to play with.

The date of our run is set up for December 10th, 1967, sign in begins at 8:00 a.m. Further information available from the address below.

RON SCHALL
President, Oxnard M.C.
P.O. Box 1094
Oxnard, Calif. 93030

NOTE TO BOB EBELING

I just read your article in Cycle News in your Drag Scene "HONDA BEATS HARLEY".

Well, I'd like to give you the facts behind this as Tommy Conner didn't seem to give them to you just right.

I had to "spot" this 160cc Honda over "SIX SECONDS", not FIVE, as you stated and also we use the Christmas Tree lighting system and when the last yellow light "went-out" I dropped the clutch and the BIG RED EYE "caught me, but even at this I passed the Honda and put more than THREE Semi-Trailer Trucks between us at the finish. My E.T. was 11.41 at 119.35 mph.

So, please put this in your next issue to let the Harley boys know exactly what happened on the "HONDA BEATS HARLEY" Bit.

Yours in Drag Racing,
DAN JAMES
Austin, Texas

WHERE'S EVERYBODY GO?

I live in an isolated area, Westend, California, in the Mojave Desert. I go down below about once a month. There are times when I come into the city that I would like to socialize with cyclists.

I bought your paper to see if maybe some bar, coffee club or night club owners advertised their places as gathering places for cyclists. There were no such advertisements.

A cyclist gave me one address in Hollywood but it turned out to be a gathering place for homsexuals. I have nothing against homosexual motorcyclists, but I prefer the company of women, or men who are attracted to women. A plain old bar.

I've only had my cycle for six months, a R-50 BMW. My first major contact with cyclists other than the ones in this area was at the Death Valley Run. I'm shy by nature and I was too embarrassed to ask where any of them hung out in the city. I even feel silly writing this letter. Can you help me? Whether you can or can't I enjoy your paper. I wish I'd come across it sooner. I would like to subscribe for one year. I enclose my check. Thank you.

CHUCK BARAN
P.O. Box 15
Westend, Calif.

"Why don't a few riders drop Chuck a line and invite him down to their favorite hangout to hoist a few next time he's in town?")

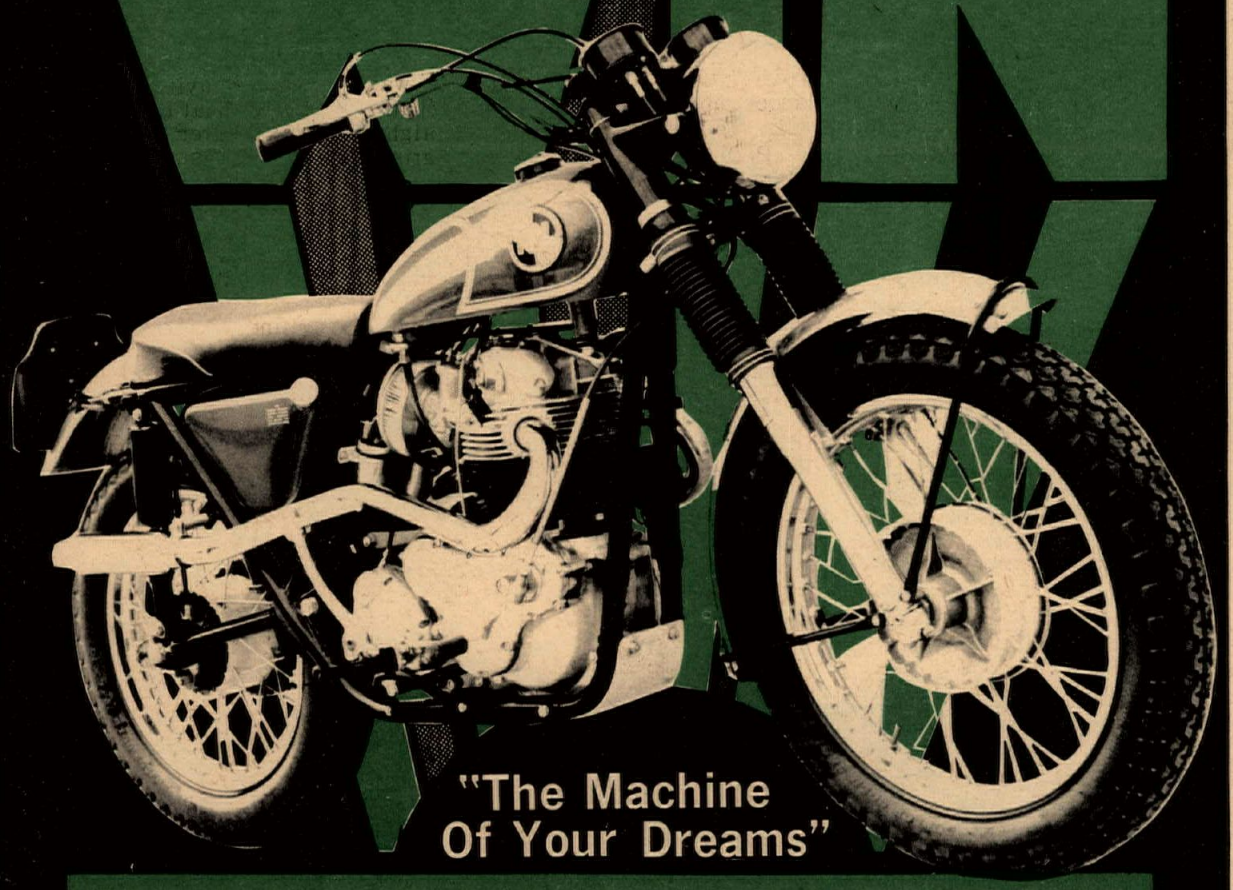
DYNA-MITES ASK HELP FOR TAYLOR

Concerning the December 3rd scheduled run sponsored by the Dyna-Mites M/C; due to events beyond our control, the forthcoming run must be cancelled. Persons having planned to ride the run, however, are being asked to send the money they would have spent on the entry fee to Willy Taylor, 15565 E. Garo, Hacienda Heights, Calif., who was severely injured while laying out the run.

PHIL HOLCOMB
Recording Secretary
Dyna-Mites M/C
Temple City, Calif.

THIS IS YOUR LAST CHANCE TO

WIN



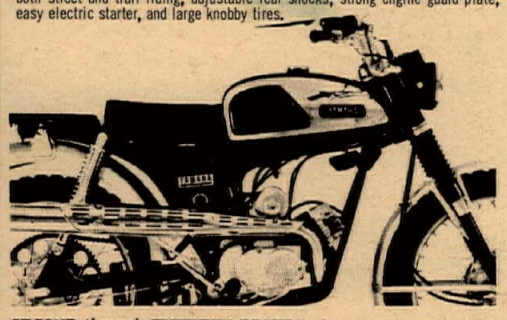
"The Machine Of Your Dreams"

Enter Cycle News' New Subscription Contest !

PRIZES —

GRAND PRIZE a Brand New NORTON P-11 Dual-Purpose Scrambler. Wait til you get the pink slip on this brawny, man-sized cycle! Ride it on the road as a fine touring Norton, or take off the lights and PRESTO! It's a gaspingly fast P-11 Scrambler. Guaranteed to crank off 90-plus quarter-miles and bring home the trophies for you, if you're the winner.

FIRST PRIZE— Yamaha Trailmaster 100. Perfect for one, two or three-bike families. The in-demand, best handling bike in its class-on or off the road. Has Yamaha's standard features such as famous single rotary valve engine, proven oil injection system, easy shifting 4-speed gearbox, and water-and dust-proof brakes, plus special features for off-the-road riding: Double sprocket for both street and trail riding, adjustable rear shocks, strong engine guard plate, easy electric starter, and large knobby tires.



SECOND through FIFTIETH PRIZES— Sexy, revealing Cycle News T-Shirts for men or ladies.

HURRY! CONTEST CLOSES DEC. 1st

RULES —

Entries will be judged on originality, sincerity and aptness of thought. Contest ends on Midnight, December 1st, 1967, and entries postmarked after that date will not be eligible to win. All entries become the property of C&S Publishing Company and none will be returned. In case of duplication the earliest postmark decides the winner. Contest not open to employees of C&S Publishing Co. or their families.

HOW TO ENTER

FIRST— Subscribe to Cycle News. This is NOT a subscription blank. It is an entry blank for the contest only.

If you are already a subscriber, please attach address label from CYCLE NEWS here.

SECOND— Complete the following statement in 25 words or less:

"I Like Riding Motorcycles Because.....

.....

.....

....."

(Use this blank or a reasonable facsimile)

That's all there is to do. If you're a subscriber you have a chance of winning the "machine of your dreams," the magnificent Norton P-11, or any of 50 other valuable, unique prizes.

Mail to: Cycle News, Subscriber Contest, Box 498, Long Beach, Calif. 90801

FICTION : THE MOTORCYCLE THIEF

Willy's Motorcycle Had a Mind of It's Own – But the Guys who Stole it Didn't Know That

by Charles Clayton Illustrations by Jon Dahlstrom

THE races went quickly and by mid-afternoon Willy had a cameraful of action pictures for the magazine. He felt curiously satisfied as Terry wheeled the VW into the traffic stream and headed for the city.

"I've been thinking," Terry said after a while, "About what you said about locking up a motorcycle being the same as locking up a wife."

"Well, I didn't mean it exactly like that. There's a difference, I guess."

"No, you were right. I feel damned selfish about keeping that Gold Star in the basement... In the dungeon, as it were. If you'd like to use it... I'll be your sponsor, as it were."

"Well, that's damn nice of you to offer, Terry." Willy said gratefully. "But I have a feeling my bike is on its way back to me."

"How do you know that?"

"Just a feeling I have." Willy laughed. "When you've been 'married' to a motorcycle as long as I have you get so you can kinda sense its moods."

"Well, I guess I'll just have to start riding again myself," Terry decided.

"Why not?," chortled Willy, and they both laughed.

"Let you off downtown?" Terry inquired when they reached the city limits. "Or would you like to come home and have a few beers?"

"Take me to my hotel. It's time I was moving on. You know where to reach me when the bike turns up."

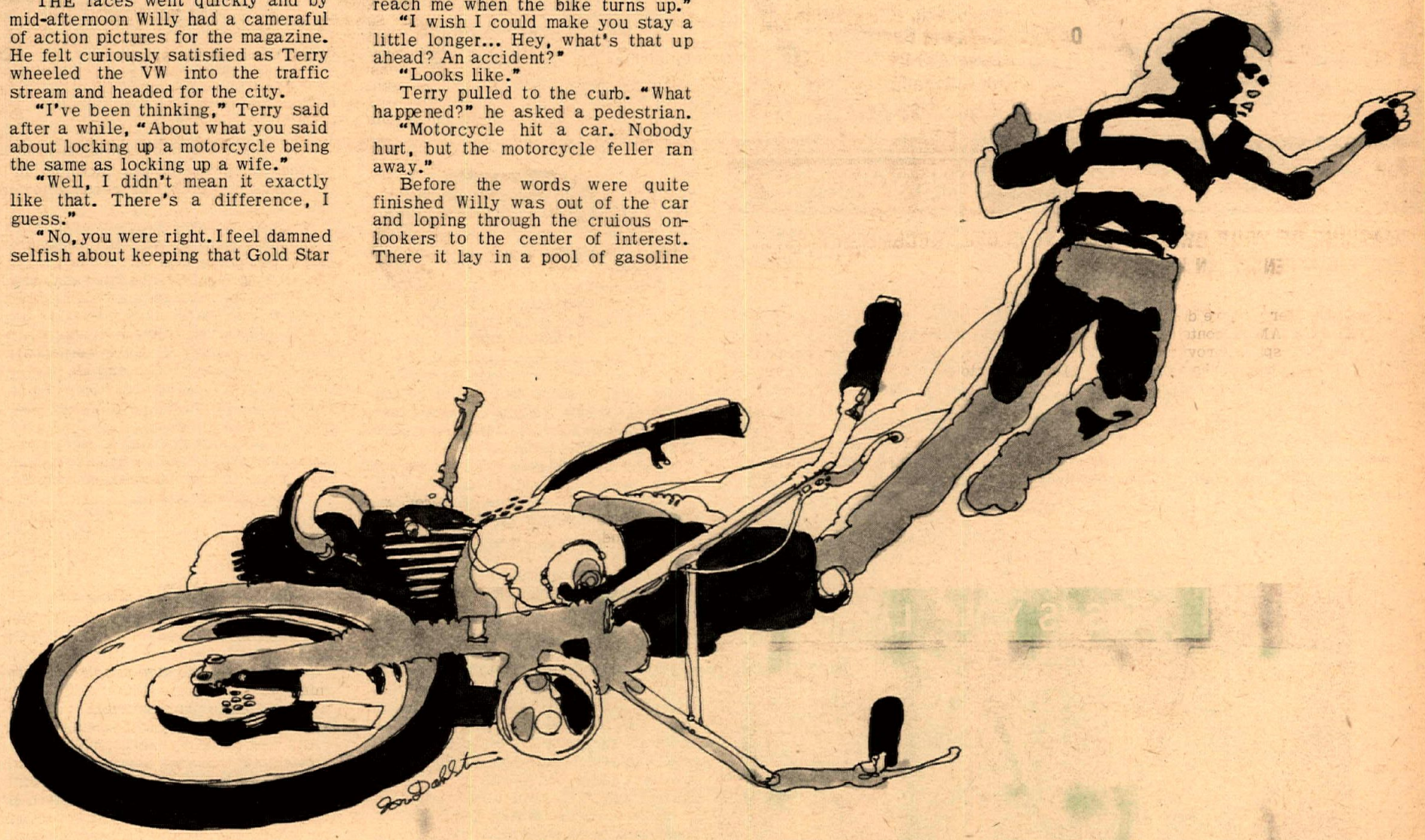
"I wish I could make you stay a little longer... Hey, what's that up ahead? An accident?"

"Looks like."

Terry pulled to the curb. "What happened?" he asked a pedestrian.

"Motorcycle hit a car. Nobody hurt, but the motorcycle feller ran away."

Before the words were quite finished Willy was out of the car and loping through the cruious onlookers to the center of interest. There it lay in a pool of gasoline and shame. Willy's wanton motorcycle. Tenderly he picked it up and found it more the worse from disguising than from the accident. But he knew its pride was hurt and he wheeled it to the curb away from curious eyes. Terry came up and took the situation in at a glance. "Better leave it here, Will. The police are on the way."



ARNIE limped as far from the scene of the accident as he could and caught a bus to Pete's garage. He dared not go home. They would trace the license number and come after him. He was lucky to be alive, the way that crazy motorcycle had propelled him into the car, as if it had a will of its own, bent on his destruction. But that isn't possible, Arnie told himself. Motorcycles don't have minds of their own. He was shook up from the collision, that's all. He wasn't thinking straight.

Pete glanced up from his grindstone as Arnie limped into the garage. "Oh it's you. Look what I just copped: a new Bonneville. Snatched it slick as you please behind Lucy's Cafe. The sucker had it locked all right, but I snapped the lock like that." He snapped his fingers, then the expression on his friend's face sunk in. "Hey, I didn't hear you ride up. What happened to you?"

"I had an accident. Had to light out and leave the cycle there."

"What? With your plate and all?"

"Yeah. I'll have to stay with you for a while. They won't find me here."

"That's what you think!" Pete snarled. "Don't you remember you were staying with me when you bought that bike last year? You gave *this* address on your registration!"

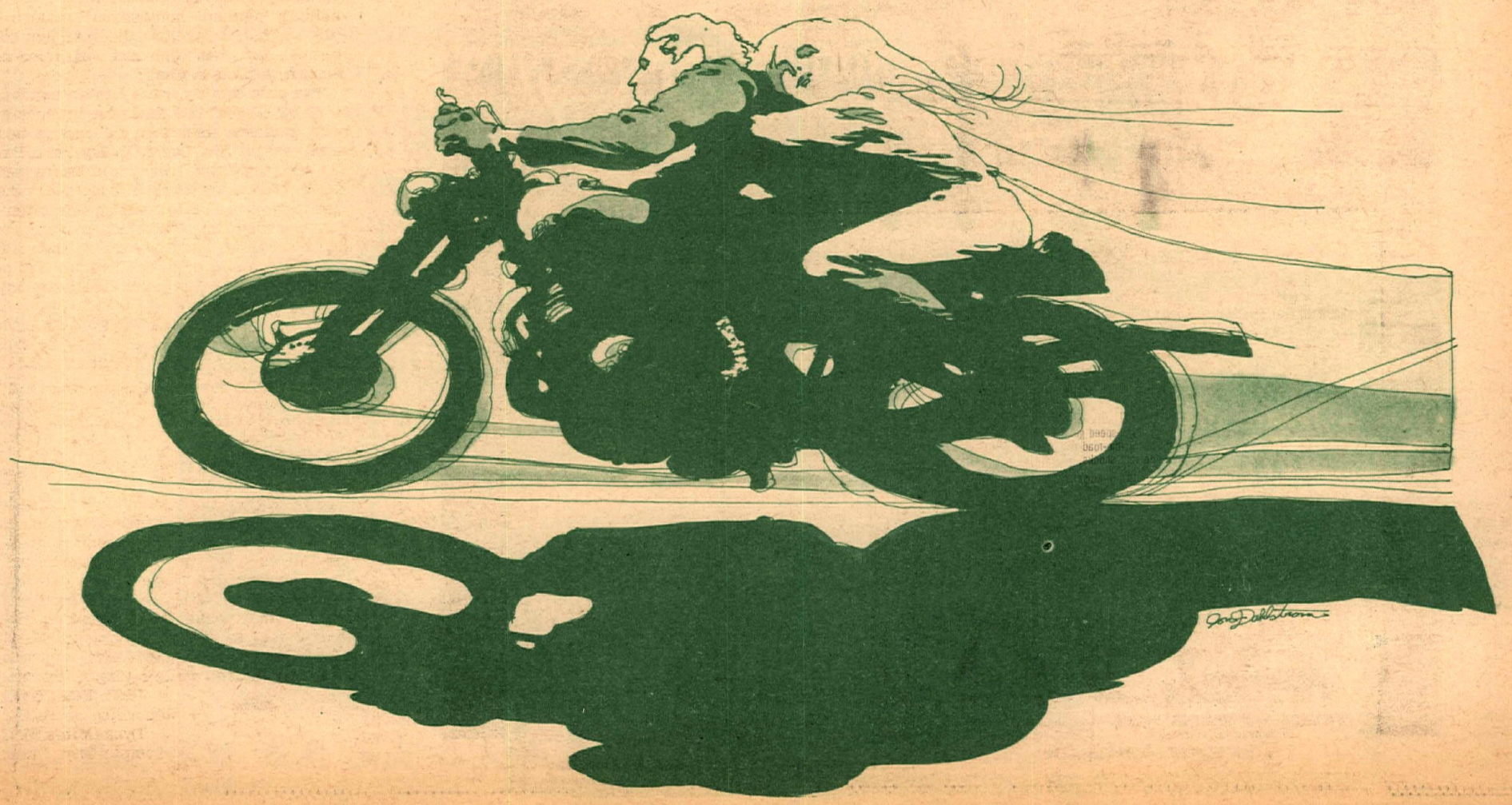
Arnie's face, already pale, went white. "That's right! What are we gonna do?"

"I don't know about you, but I'm cutting out!," exclaimed Pete, firing up the Bonneville.

"But what about me?" Arnie whined.

"That's your problem. I done all I can for you." Pete gunned the engine and let out the clutch. Suddenly Arnie heard a double squeal of tires — the car screeching to a halt, blocking the garage door, and the Bonneville stopping just short of the big white star on the side of the police cruiser.

– finis –



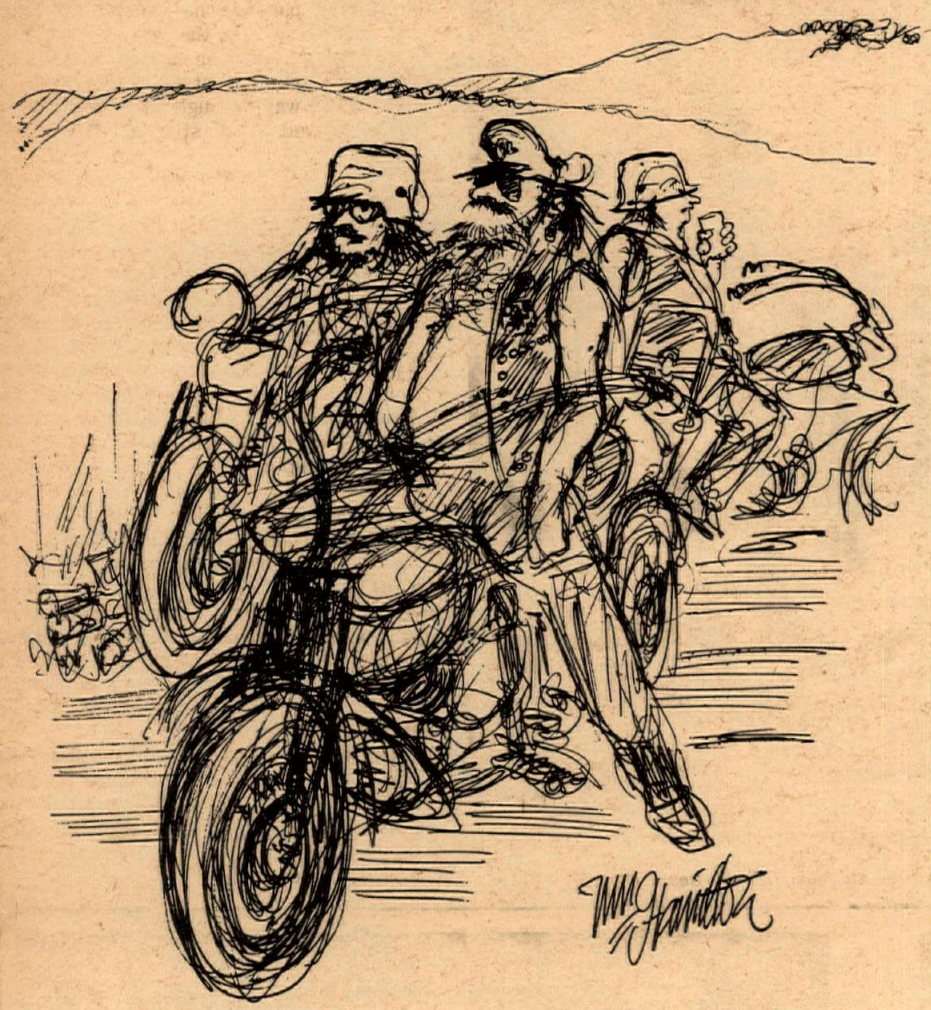
About Our "Image"

By Michael Fleetwood

Midwest Does Have A Problem. Outlaw Clowns Terrorize Races.

Most of us paid little attention to the "handwriting on the screen" at our local theatre just before Marlon and his gang roared toward us. The message of "The Wild Ones" in part, read: THIS INCIDENT IS TRUE AND ACTUALLY HAPPENED TO A SMALL TOWN IN CALIFORNIA.

We who are the devoted spectators and professionals that annually see and participate in over 5,000 various types of motorcycle events, are deeply concerned about the damage being done to the legitimate sport.



"What'll it be today, chaps? Senseless violence, a meaningless rampage, or a bit of mindless destruction?"

Reprinted from The New Yorker

In 1961 and two I traveled 30,000 miles racing professionally. I never saw or heard of disturbance from outlaw gangs. Not until the past few years have major magazines, looking for the circulation, and Hollywood making low budget movies for the fast buck, brought the Hells Angel's more attention than the infamous James gang ever hoped to get. Because of these stories and movies new gangs and old gangs are wallowing with defiance to be more imaginative than the Hells Angels. Believe me, they're doing one hell of a job of it.

By contrast, "Wide World of Sports" has done a superb job for the image of motorcycling. Through telecasting various events and interviews with professional racers, they have dealt the sport a card that is clean, refreshing, and exciting to the American public. The shame of it all is cornered in the background of these events. The outlaws, swarming like locusts over fields, scream into sports minded midwestern cities one or two days before a famous racing event is to be held. Many times the ciy looks like the shredded results of a field passed through by locusts. On the way to and from the event wherever they stop at restaurants, service stations, motels, they are like a cancerous sore, and inject the premises with havoc. They have been know to go out of their way to destroy golf greens at private country clubs.

CLOWNS NEED AUDIENCE

At the event they raise so much hell with their fighting, yelling, or parading hand in hand, mouth to mouth, no one who is within sight of sound of them can enjoy the event.

Only last week I was taking pictures at a National event, (I'm also a free lance photographer for almost all Nationals), and witnessed two outlaws fighting with knives, resulting in one losing an eye. One reporter stated "outlaw groups are like clowns; give them an audience and they'll perform."

And perform they do. At Peoria, Ill., riot squads were brought out. Lansing, Mich. the Lansing Motorcycle Club cancelled their 500-mile enduro this year because of a gang disturbance. Muskegon, Mich., hosting the National Hill Climb, "had to" let an outlaw gang member try the hill first rather than have a riot. Laconia, N.H. road race was cancelled until this year. Ionia, Mich., State Championship dirt track event cancelled. Elkhorn, Wisc., Five-Mile National, Lincoln, Ill., Seven-Mile National, Springfield, Ill., Fifty-Mile National - - All cancelled because of outlaw gang disturbance. There is no way of knowing how many local events are cancelled in fear of riots and destruction.

Through interviews with clubs and my own first hand experiences, the main reason for the presence of gangs is inadequate police departments. If ever you see an outlaw gang on the highway, in your town, or at a motorcycle event, you will probably wonder where the police are. You can count within minutes several acts of breaking the law, each one enough to warrant an arrest. I've seen more policeman directing traffice at a drive-in theatre than protecting a racing event from outlaw gangs.

Ed Kretz, a great professional racer, retired now, owner of one of the best motorcycle stores in California, had this to say to me concerning a possible solution. "We in in California have side-tracked outlaw groups with simple arithmetic. Shops have stopped servicing their motorcycles; motels will not accommodate them; restaurants will not serve them; filling stations will not service them. Local police will not let them stop in their town, and motorcycle events will not sell them a ticket."

Syas, Brian McLoughlin, editor of England's weekly Motor Cycle News, "Any bloody fool can go fast, but people will actually pay to watch skill. It is, of course, as logical to blame trees for the forest fire as to blame motorcycles for outlaw gangs. It's only a thought from afar, but no movement was ever stamped out by being banned, and many have faded away and died through lack of public interest. Perhaps a revision of your laws to enable vehicles to be confiscated when involved in criminal activities might have some effect? It is noticeable that salmon poachers of Scotland (where such a law applies) tend to prefer walking."

The editor of the France-Soir newspaper in Paris said; "After the second world war we were plagued with similar problems. We stopped making motorcycles in France and cured the problem. Having knowledge of a situation you speak of, I want to express my deepest sentiments to motorcyclists as a whole."

To date, two of the point Nationals have been cancelled and two Nationals have been scheduled in different areas because of outlaw groups. Even though it may seem to be of little consequence from the figures I have given you, this is a problem of growing concern to us. We definitely feel that two cancellations and two alternations are serious.

"We can only guess that disturbances at race events will discourage some racers from participating, and most certainly some clubs are discouraged from holding events. In both cases would have a deterrent effect on the spectators."

With the conclusion from sports figures here and abroad, the final interpretation is clear. It's obvious that frighteningly image of the motorcyclist is once again floating close to the whirlpool's edge of public opinion, ready to be drowned with abomination.

Like I said earlier, outlaws are clowns give them an audience and they'll perform. Perhaps the real villians of this plague that haunts the midwest are onlookers who show their good breeding by staring at the poor clowns and sometimes egging them on! Can it be that there are really people who would pass up a good motorcycle race to watch a low comedy?

Joseph C. Parkhurst, publisher of Cycle World Magazine said in part, "We have already lost major National events due to these people showing up and making a great deal of trouble. My feelings are that the promotors have not used strong enough methods in dealing with these crowds. Promotors should hire police to control the crowds, arresting all troublemakers before things get out of hand. There is little we can do except encourage local law enforcement to bear down on them when they show up in groups. Pleasure riders are indeed up in arms over these people. At a recent motorcycle event in California a huge group of riders literally threw a gang of outlaws out of the park."

J.C. Agaganian, probably the best-known individual sports promoter, reassured me that "to date I have had no cancellations of any of my races in California. I might add we have sufficent security police who are trained to deal with any disturbances."

Last and most important was my interview with Gary Payne, the Deputy Director for the American Motorcycle Association. "The AMA is the only recognized organization that sanctions all motorcycle events in the United States. 5,000 were on schedule in 1966. Within the 5,000 races, 15 of them were National events. These 15 Nationals are the only races that decide who will be the Grand National Champion for the following year.

INDIANA STATE MOTO-CROSS CHAMPIONSHIP

By Russ Whittinghill

Here is a twist; a politician who likes motorcycles. Doxie Moore, who holds former titles as: Director of State Conservation Dept., Assistant to the Governor, Trustee of Purdue University, and Commissioner of National Basketball League, has opened his 400-acre Gebido Range at Spencer, Indiana (56 miles south of Indianapolis) for development into a combination motorcycle campground – playground, with moto-cross, short track, T.T., hill climb, complex.

Moore admitted that he had harbored negative notions about motorcyclists, but after meeting the Circle City Motorcycle Club, of Indianapolis, and learning of organized AMA activities, he changed his mind.

"They needed a place to run their cycles; I had the land, so we got together. Last month, we had 76 riders here; today we have over 100 riders. Everyone is enjoying themselves; there's nothing wrong with that. This will be basically a competition park. I have a lot of land, and I'll help any conscientious cycle group that is interested, and develop this into an exclusive motorcycle park – trails and track. This is a great sport and I'm happy to become a part of it."

By the way, during this interview, the Indiana State Moto-cross Championship was taking place. One-hundred-four riders from four states – Indiana, Illinois, Ohio and Kentucky – at various times were churning around a 17-turn, 1-mile circuit laid out on a hilly pasture and woodside. The course varied from dead slow mud bogs to 40 mph wheelies on the fastest section. A short circuit enduro would more accurately describe the proceedings – spiced with some daredevil riding that was taking place between the Open Expert.

(Results on page 12)

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CASTAIC MUD

Photos by Bill Pettigrew, Clyde Schnase, John Shedd & Dennis Greene

The added weight of mud didn't slow Gary Bailey.

No we're really not invaded by the slim people, its Mike Cappalite.

Mud, rocks, water nor the American Flag stopped Hallman from victory.

American European Champions

By John Shedd

Keith Mashburn took the 100cc class at the weekend's Prospectors Moto Cross near Castaic, Calif., with a fantastic lead over second place Joel Robert.

There was a lot of excitement as the two European Champion teammates, Joel Robert and Dave Bickers, pulled up to the starting line each riding a Sachs. Hopetown winner Mashburn, Bultaco-mounted, took the lead at the drop of the flag, but not for long, as hard-charging Steve Scott managed to drop under Keith on an off-camber corner and take over the lead. Scott's lead was also short lived and this time when Keith went out in front, he was there to stay. He set a blistering pace as he wheeled his leaping Lobito in for the win, with an incredible gap between himself and second place Robert. Robert and Bickers had to fight their way through heavy traffic and each showed great style as they moved up.

The 100cc machines don't usually generate so much enthusiasm, but this race was a dandy. It was, without a doubt, the most exciting contes this reporter has ever watched.

The moto cross course used by the Prospectors M/C for their first international event was located north of Los Angeles near Castaic Junction. This course provides more excitement for the spectators than the Hopetown circuit since more of the course can be viewed from one spot. Dave Bickers said this course was more like the European courses, and he liked it much better.

Rain threatened at the start of the 250cc class race, but there was only a light sprinkle, and it soon went away. Montesa-mounted Eddie Mulder decided to enter his talents in this class instead of the international moto cross. It was Eddie's race all the way, as he jumped into the lead, and never had a serious threat from flag to flag.

Greeves-mounted Gary Bailey was second man in, and DeWayne Keeter, still riding his 175 Montesa managed a fifth place, and on this course which has many hills, a little power can make a big difference.

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The International 200

Sweden's Ake Johnsson grabbed the lead as the flag dropped, and the first heat of the international moto cross was underway. Hallman trailed his teammate for a while, but powered past to take the win. Johnsson held down second place and pushed very hard on the last laps, but he was unable to overcome the star of the Husky team. Gary Conrad on a Greeves was really flying to hold down third spot behind Johnsson.

Joel Robert took a nasty spill at the start of the second heat. He wasn't injured seriously, but it was announced that he would be unable to ride the remainder of Saturday and Sunday. Preston Petty moved out in front, and he and the new Suzuki literally flew around the course. Petty held the lead for three laps, but Hopetown's 360cc champion Roger DeCoster zipped passed him and took over front spot. Soon after this, Petty experienced fork trouble and had to drop out. Bickers, who had stopped to check on Robert, came all the way from the back of the pack to finish second.

The first of the two motos went to Dave Bickers. Bickers displayed tremendous style as he led all the way with Hallman and Johnsson dicing it out behind him.

World champion Hallman captured the final moto with teammate Johnsson taking second and Bickers third. Since Hallman was second to Bickers in the first moto, and Bickers only managed third in the second race, the 250cc win went to Hallman. Bickers was second, Johnsson third and Montesa-mounted Dusty Coppage was the first American in for fourth spot.

Back for More...in the Mud

Sunday's 500cc moto cross consisted of three motos with no qualifying heats. It was the first event of the day, and as the race started, so did the rain. Robert, who had been hurt in the crash Saturday, decided he would ride after all because he didn't want to dissappoint the spectators. He was still in no shape to ride, and had trouble keeping up the pace.

Bickers grabbed an early lead in the first moto, and Hallman was hot on his heels. They set an unbelievable fast pace in the heavy rain. Hallman pushed hard and finally found his chance to zip past Bickers and take the win.

Above: 100cc Amateur-Experts working the turns at the beginning of the race. Below: Torsten Hallman displays his jump style, while Left: Joel Robert shows the way up.

In the second moto, Bickers again took an early lead. Hallman again passed him and took over, but Bickers stayed close behind and managed to regain the lead as he shot passed Hallman in a mudhole. From here on, it was Bickers' moto all the way.

The third and final moto belonged to England's Dave Bickers from the very start. Hallman followed a close second but was never able to get by. Russ Robinson and Ron Nelson both fought hard all the way and did fine jobs of finishing third and fourth in the series. Bickers took the 500cc win with Hallman placing second. Robinson, riding a BSA Victor out of Irv Seavers' Santa Ana store, won the Cycle News trophy for highest placing American.

There were only two sportsman events on Sunday, and the first to plow through the mud was the combined 350-500cc class. They ran after the first of the three international motos while the rain was still coming down. Gary Bailey and his Greeves shot into the lead, and as they topped the first hill, bikes skidded in every direction and downed riders were everywhere. Bailey lapped several at this point before they could get their mud covered bikes going again. He widened his lead throughout the race and was never challenged. Husky mounted Allen Gibbs was second past the checkered flag, and third overall Lon Peterson was the 350cc winner on a Maico.

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How did the Triumphs make out? Of the five Triumph motorcycles entered, all four standard Triumphs finished. Eleven motorcycles altogether were entered, six finishers, two out of three were stock Triumph motorcycles.

And At Hopetown...

SUNDAY, NOVEMBER 19, 1967
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OPEN NOVICE CLASS

1st JIM DORMAN – TRIUMPH
2nd DON MITCHELL – TRIUMPH
3rd DICK ALLEN – TRIUMPH
4th GERRY RANDALL – TRIUMPH

OPEN AMATEUR & EXPERT RACE

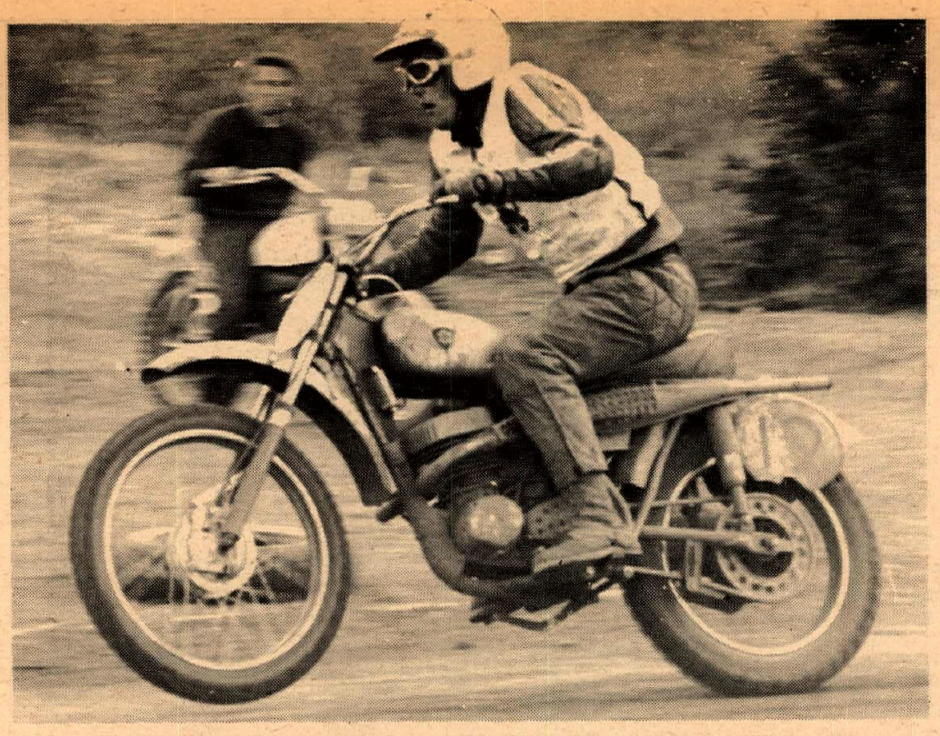
1st GENE SMITH – TRIUMPH
2nd DICK DEAN – TRIUMPH
3rd HARLAND BAST – TRIUMPH
4th ALL HOLLEY – TRIUMPH
5th DOYLE FIELDS – TRIUMPH

OPEN CLASS SIDECAR

1st J. PALFREYMAN & S. FOSS
TRIUMPH

TRIUMPH

Eddie Mulder won the 250cc Amateur-Expert even though he lost a peg from the Montesa.



Preston Petty Suzuki-mounted was fifth in the 250cc International Moto.

Smith vs. Jones

The open class turned out to be a duel of brands. Triumph mounted Gene Smith and BSA mounted Dwayne Jones swapped the lead back and forth. A Bultaco rider who could not be identified because of a mud covered number plate began moving up fast and took the lead when Smith dumped in some mud. Smith was up fast and regained his lead in time to take the win.

(Results on page 12)

Dave Bickers appears to be skiing if it were snow instead of mud.

Keith Mashburn (Bul) won the 100cc Amateur Expert held the American flag in first.

DeWayne Keeter (Mon) shows our American jump style.

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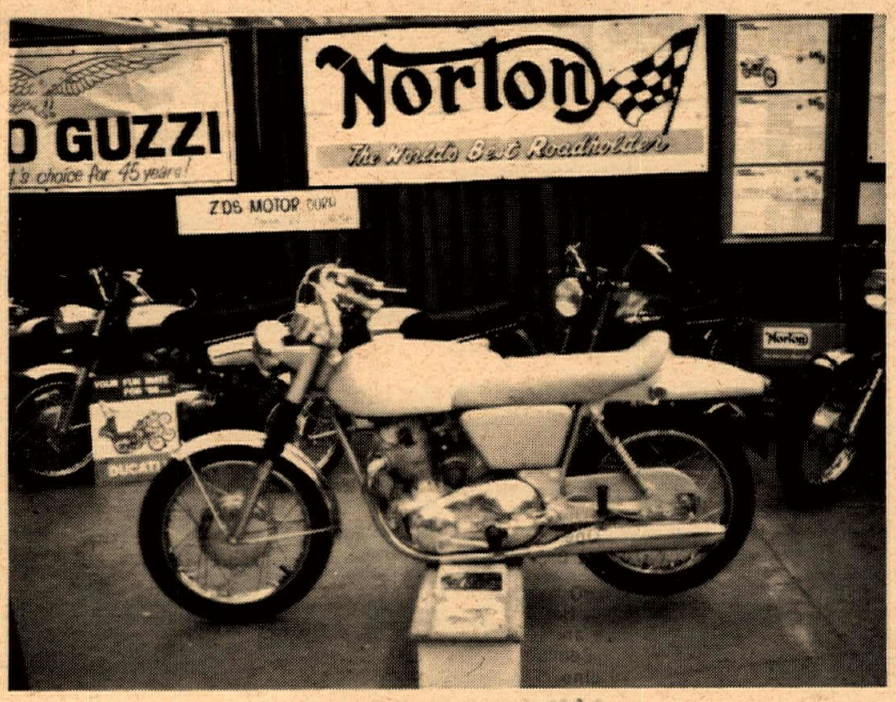
NEWS TRADE SHOW

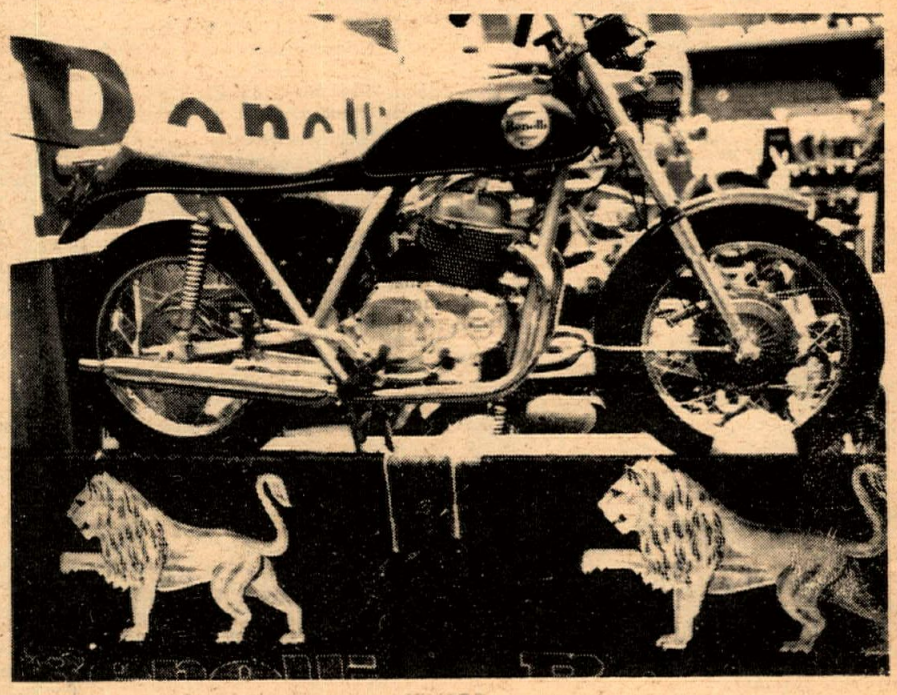
Anaheim, California's impressive new Convention Center was the setting last week for the annual MDN Trade Show where western motorcycle dealers got thie first glimpses of many of the products they will be handling in 1968.

Nearly every distributor of consequence had something new to highlight his display and the show was featured on TV news. This is a case where a picture is really worth a thousand words of description, so here are a few thousands words worth of new items that our readers have not previously seen:



Big new gun from the Norton arsenal is this gassy, Metisse-like 750cc "Commander."

Yamaha's new 250cc "Enduro" single was the most impressive of a new crop of all-out racing bikes from Japan. In background Yamaha's new snowmobile can be seen.



Benelli moves into the big bike market with their 650cc twin ... loaded with endearing features.

Wixom Fiberglass introduced their unique legshields for Electra-Glides, as well as a more extensive line of quality saddlebags, carrying cases and fairings.

Fashion note from Milne Distributors ... leather mini-skirt and girl-styled jackets.

DON'T FORGET THE L.B.P.D. SHOW & DANCE

Funnyman Morey Amsterdam gets "hear no evil" reaction from Robert C. Johnson, President of the Long Beach Police Officer's Assoc., and Jim Mac Donald, Director and Show Chairman for the L.B.P.D.'s upcoming benefit show and dance, Saturday night, Nov. 25th, at the Long Beach Municipal Auditorium. (See Calendar of Events for further info.)

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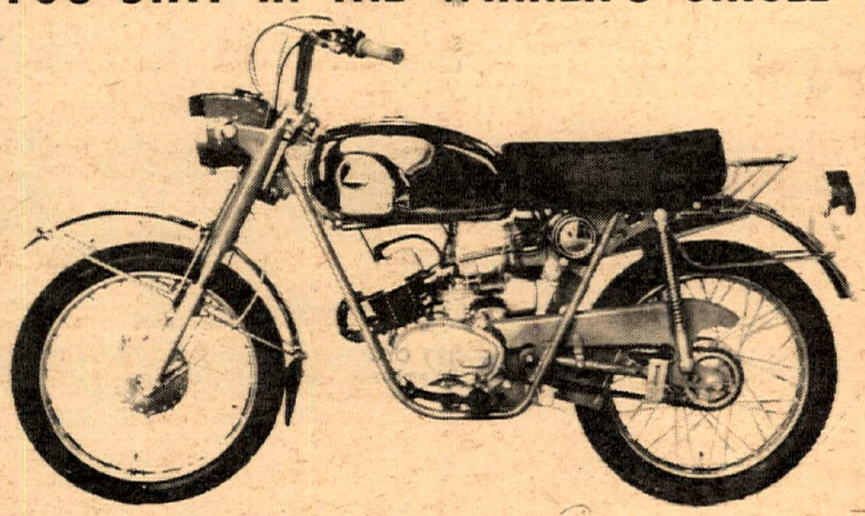

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Nov. 25 & 26, 1967

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2. Dave Bickers CZ
3. Ake Johnsson Hus
4. Dusty Coppage Mon
5. Preston Petty Suz
6. Walt Axthelm Suz

500cc INTERNATIONAL MOTO
1. Dave Bickers CZ
2. Torsten Hallman Hus
3. Russ Robinson BSA
4. Ron Nelson Mon
5. Bud Ekins Tri
6. Ray McCarty Hus

100cc NOVICE
1. Dan Etheridge Hod
2. E.C. Birt Kaw
3. Doug Templeton Kaw
4. Dick Allen –
5. Bill Masten Hon
6. Jim Connolly –

100cc AMATEUR-EXPERT
1. Keith Mashburn Bul
2. Joel Robert Sac
3. Dick Allen Hod
4. Red Thomas Hod
5. Gerald Rogers Hod
6. Rusty Burkert Hod

250cc AMATEUR EXPERT
1. Eddie Mulder Mon
2. Gary Bailey Gre
3. Don Shore Gre
4. Willie Hockie, Jr. Gre
5. DeWayne Keeter Mon

250cc NOVICE
1. Tim Hart CZ
2. George Etheridge Gre
3. James Bentley Hus
4. David Gruver –
5. John Maynard Mon
6. Jim O'Neal Bul

200cc
Results Unavailable

350cc, 500cc NOVICE, AMATEUR & EXPERT
1. Gary Bailey Gre
2. Allen Gibbs Hus
3. Lon Peterson Mai

OPEN NOV./AM./EXPERT
1. Gene Smith Tri

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Spencer, Ind.

125cc CLASS
1. Jack Lamastus Kaw
2. John Buffalo Zun
3. Dick Metz Hon

120-200cc CLASS
1. Gerald Scott Bul
2. Jim Nichols Tri
3. Barry Burbink Bul

201-250cc CLASS
1. Dave Knutson Bul
2. Gerry Herron Bul
3. John Hedges Bul

251-OPEN B CLASS
1. Bill Herdon Tri
2. Wally Lamastus Mai
3. Gene Ritchie BSA

200-OPEN A CLASS
1. Jim MacAbee Mai
2. Tony Ford Kaw
3. Rich Moore Tri

RESULTS

All results unofficial unless otherwise noted.

LIGHTWEIGHT SCRAMBLES POINT STANDINGS
As Of October 31, 1967
By Karen Kouns

1.	Kirk McDowell	1190
2.	Hayward Mendenhall	1033
3.	James M. Connolly	1015
4.	Keith Mashburn	918
5.	Kenneth Lee	757
6.	Don Alfred	676
7.	Steve Stricklin	665
8.	Ronald C. Moore	661
9.	Don Harris	615
10.	Steve Nichols	610
11.	Tony Mason	586
12.	Kurt Lewis	519
13.	Fred Edwards	499
14.	Ray McCarty	477
15.	Jay Lewis	462
16.	David Brooks	451
17.	Willie Hockie	429
18.	Frank K. McDowell	405
19.	H. Brad Stankey	401
20.	John Rice	391
21.	Eulene Long	390
22.	Doug Yerkes	381
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24.	Philip S. Wood	354
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26.	Dan Carlton	341
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28.	Dick Brittain	337
29.	Steve Bast	326
30.	Robert M. Williams Jr.	325
31.	Stan E. Rogers	313
32.	David Aldana	312
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166.	Robert L. Wolf	60
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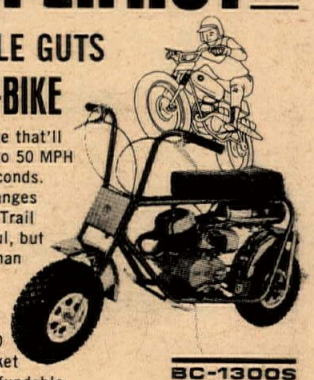

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MOUNTAIN GOAT WINS

Story and Photos by Joe Timmons

The Hi-Jinx FMC held their Tehachapi (Calif.) Enduro Relay on October 29 this year. The mountain trails were almost abandoned and the riders were forced to blaze new trails through the rocks and dirt. The course was ridden, or rather crawled, twice in order to provide 40 miles of rough riding.

From the start, the course was 10 miles up the side of a mountain and then 10 miles back down to earth. A probable speed record of 10 mph was reached by a few daring riders. Actually a mountain goat won the race, but was disqualified for dropping the baton down a crevass. Rumor has it that he was attempting to aid a lost cyclist at the time.

John Welborn (3), Freddie Mendez (83) and Red Thomas (518) file by in hot pursuit of the leader. Rough terrain abounded.

The winners were Gary Ryder and Rich Busch who turned in a record time of 6 days and 21 hours. (Only kidding.) Right behind them were Rod Sellers and Tom Walton. Quite a pair of skillful riders was the Tennis twosome who arrived 10 minutes late for the start and placed fifth overall.

Two seconds after the start of the Hi-Jinx FMC Techacapi, Calif. Enduro Relay, and #4 Frank Vallefuoco leads the way.

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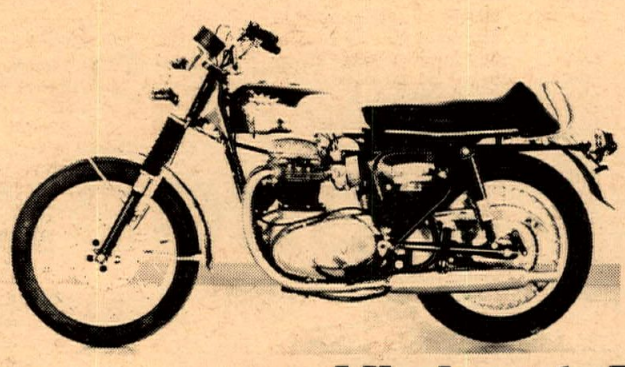

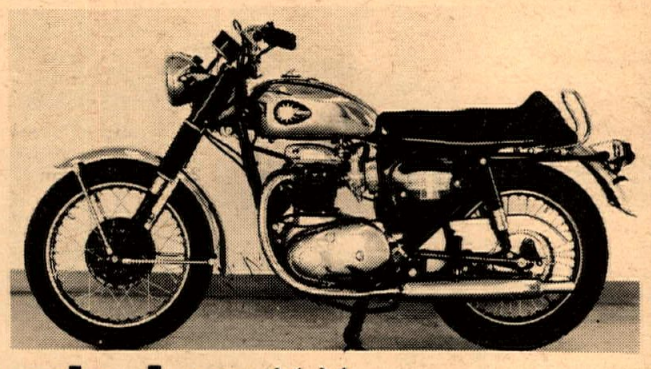

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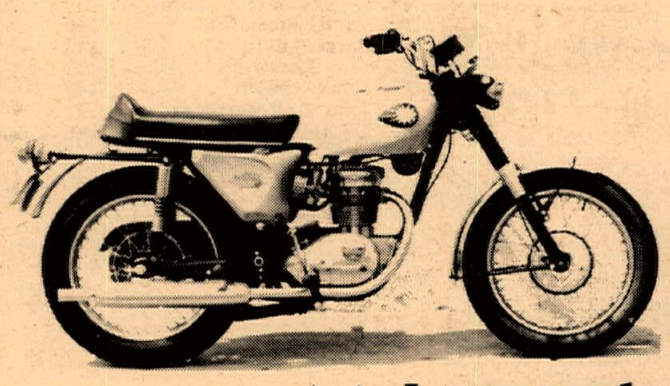

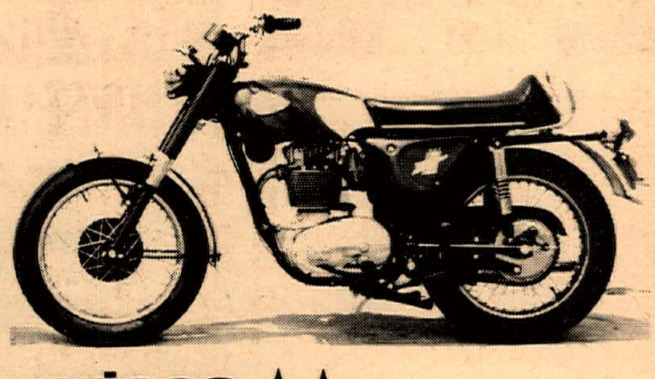

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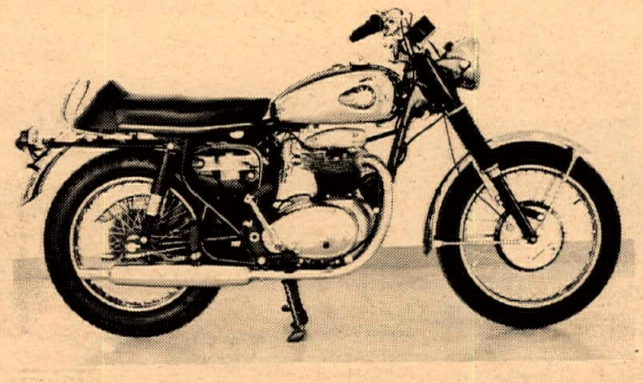

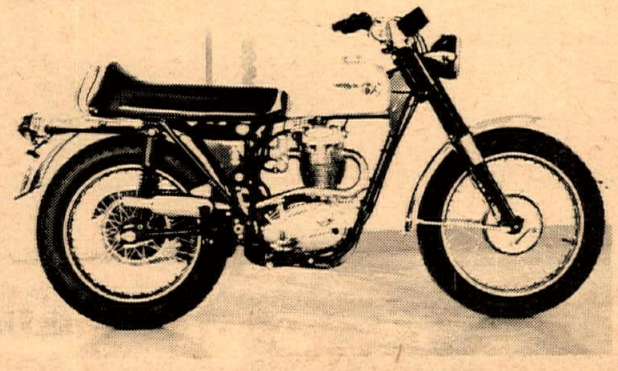

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AIRPORT CYCLE AND "INDIAN JOE"

By Delmer O. Gasche

George D. Steele, a pleasant man who feels more comfortable behind a work bench than a sales counter, is the owner/operator of the Airport Cycle Shop in Seattle, Washington. The shop handles Norton, Ducati, Bridgestone and Kawasaki marques. Besides selling bikes, Airport Cycle also does a thriving rental business.

Steele is an ex-machinist turned small businessman. Originally from St. Paul, Minnesota, he has been in the Puget Sound area for the last fourteen years. Two years ago he decided to invest his savings and go into his own business. "Before that, I worked for a living" he said, leaning on the sales counter eyeing the new bikes in his showroom. Then he added with a smile, "Now I worry for a living." The father of three boys and two girls, he is presently involved in teaching his oldest son – thirteen – to ride. He expressed the desire to see his son ride in competition someday," ...if he wants to and shows any real talent for it."

Steele rides for pleasure primarily, occasionally entering a sportsman or scrambles event. "However," he said, "I firmly believe that every shop should sponsor a rider in as much competition as possible. I don't know how it is over the rest of the country but the shops in the Puget Sound area are very keen on competition. I think this is to their advantage one hundred percent. During the racing season, we have events in this area every weekend. Well publicized and well attended events sell bikes. I sponsor Jon Kaidera and know for a fact that the shop gets a lot of good advertising from it. It costs money to be sure, but a lot of people who are interested in motorcycles see him and know that he's riding for Airport Cycle.

"A point that is overlooked by some people is that advertising works best when it reaches an audience already interested in the product you're trying to sell. Backing a pro rider is exactly that kind of advertising.

"Another point often overlooked, or misunderstood, is the feeling that a shop must have a rider going for them who will constantly win races. It's true, of course, that everyone notices a winner. But fans who ride and follow the sport also notice a rider who runs a dependable bike. A good running bike tells every fan watching that it was set up in a good shop. A rider who finishes even without

Indian Joe

winning all the time is still helping advertise his shop. The bike alone, just by its performance, can be excellent advertising for a shop. After all, the average fan isn't going to try and win any races. The average fan is interested in taking his business to a shop that will keep his bike in dependable running shape. Competition is good business. It's advertising of the best kind directed right at your specific market." After a short pause, he added, "Besides, as long as Jon is riding for me, I can sit in the stands with my family and enjoy the races."

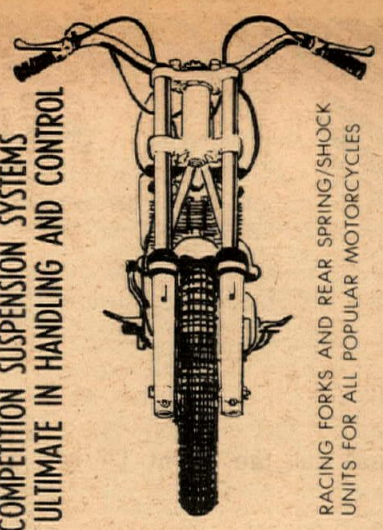
Jon Kaidera, the pro rider for Airport Cycle is thirty years old and a very personable young man. In addition to riding, he works as a part-time mechanic for the shop and a full-time airplane mechanic for West Coast Airlines in Seattle. He is married and the father of three girls. Known as "Indian Joe" in the racing fraternity, he began riding in 1958. The nickname was earned as a result of many experiences with the sadly-missed Indian marque.

"Bikes are much better now," Kaidera commented, remembering his early races. "But it was more fun when I first started, maybe just because I was young and full of hot blood. My first licensed bike was a 1946 Indian Chief. My first race was on a 1930 Indian 101. I made it to the C-main event and was really feeling my oats that night. The race got underway and I really wound that old Indian up. Then the front tire blew off the rim and the tube jammed in the spokes. I didn't even see the tire go, just suddenly realized I was standing on my head on the track. Being young and eager and in my first race, I horsed the old Indian back up and tried to get back in the race. When I poured the coal to her the bike didn't move an inch forward, just slithered out from under me with the back tire burning up the track. Then I began to notice a lot of people in the crowd laughing and pointing. I looked at the front tire all twisted through the spokes and decided to retire for the evening. And that was my first night in competition."

When asked if he considered giving it all up after landing on his head the very first night, he replied, "Never, but I did buy better tires after that!"

Kaidera rides a Norton 750 now and competes state-wide for Airport Cycle. In 1964, he was the high point Amateur at Graham Speedway, Graham, Washington. That same year he was also the Class A short track champion at the Tacoma Sports Arena, Tacoma, Washington. In 1962, he placed fourth in the El Cajon Speedway TT Scrambles near San Diego, California.

In recent years, he has raced primarily in the Northwest, running a lot of races in the Seattle-Tacoma area with occasional trips to Spokane and western Idaho. A member of the Blue Barons Motorcycle Club of Tacoma, it is rumored that Kaidera used to ride with a feather taped to his helmet. When asked about this piece of folklore, Indian Joe answered, "Not true, bike riders speak with forked tongue."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THE FINISH LINE

By Roxy Rockwood

Results of the national AMA competition committee meeting are now official and ready for public consumption. (NOTE: full report will be in Cycle News next week.)

Some of the more important rules that will effect the pro riders are that there will be no more two-day, or night national events. This means that national races such as Castle Rock, Portland, Ascot half-mile and the Ascot TT will all have to be held in a single session.

The night events will all have to jam practice, time trials and the actual races into one night. This was brought about by eastern influence where there are no night nationals with large entry lists.

Undoubtedly this will end the two time-trial opportunities for each rider and will also eliminate much of the Pre-race ceremony that has long placed Western nationals at the top of the list for showmanship to the fans. It will be hurry, hurry and more hurry to just get the show started and over with.

The point is that two-day nationals were brought about to give everybody a break and allow more time to get ready and to put on a better show for the fans. It seems odd that the very few eastern riders that ever enter a western national would be so concerned. It appears that if a rider was going to travel two or three thousand miles to an event, one night would not make that much difference.

Once again the very few have changed the course for many and it may result in some midnight events being held in the west next season. Portland had also planned a two day affair for next July to eliminate its day long show that was held from early in the morning until early evening last summer.

A favorable change finds the addition of Semi-Main events at nationals which will allow riders that find themselves in a "loaded" heat race an extra chance to make the national final. Of late there have been many potential main event winners watching the final from the pits due to a time trial that put many top riders into one heat race.

No More "Consie"

A welcome rule elimination was that of the obsolete Consolation race that was on the entry blank at many dirt track nationals. This event was for the "Also-Rans" and it was often a difficult chore just getting enough on the track to make a race. Three riders finally ran in the Consolation up at Tulare last summer. This came after more than a half an hour of pleading for riders to run in the event.

The only new national slated for the West is a half-mile event for Salinas, Calif. It is to take the place of the highly successful benefit scrambles that was held there for many years.

Once again the attempt to change the rule covering gearboxes was voted down. An attempt was made to allow six speeds for 250cc machines and five speeds for big bikes. The voting bloc was just too big to overcome.

Apparently the Japanese invasion of winning machinery has taken its toll as a manufacturer must now have 200 new models instead of 100 in the country in order to race them. It started out years ago with 25, jumped to 50, and then was raised to 100. Now it takes 200 copies to get one on the track.

The 200 minimum is no really big obstacle but the Japanese firms were highly unhappy, to say the least, about the 350's not being allowed to use a five speed production gearbox. Unhappy enough to call a special meeting in Los Angeles last week to talk over the situation.

The Japanese firms believe that the 350 would be competitive against the 500's in road racing if the five speed gearbox was sllowed. Without it it's just another case of 21 inches against 30-1/2 inches. They will still be in there trying, at least for '68.

Higher Minimum Purses

Purses were somewhat upgraded and updated for half-mile and short track events. They are still far too low in many cases but it was a step in the githt direction. No longer will a promoter or a group be allowed to fill a grandstand and pay a total of $450.00 to the riders. The minimum is now $600.00.

National races were given out to just about anybody who took the trouble to ask for one. At least it appears that way, with no less than twenty-two slated for '68. All the way in distance from 6-3/8ths to 9-4/10's. Bring all your old helmets and hats to be sure you fit the event.

350 Limit Put Off

A case of grabbing a tiger by the tail was the proposal to drop the professional limit to 350's. We are pleased to report that the very person who pushed for this unrealistic rule suggested calling the whole thing off until at least 1971. By then the "Turbo-Cycle" should be available and nobody will really care about 350's.

In general, the meeting was a happy one and the final one for the present National Committee. Next year is supposed to find the new elected Congress taking over and the old guard system abolished.

The only exception to the peaceful gathering was a verbal outburst by one of the promoters of a national event against the present system. He was finally quieted down – and awarded a national race for '68.

ACA 1967 CHAMPIONSHIP SHORTTRACK EVENT

To the disappointment of fans as well as riders, the 1967 ACA Championship short event was put off two weeks in a row because of the heavy fog which settled in Orange County. The Trophy Dash events and the 100cc championship had been determined, but, as fate would have it, the 250cc Main Event never came off on October 25. There is a 250cc champion this year, but after being fogged out twice, the riders elected to dispense with a championship race for this year. The twelve riders who qualified for the Main Event in the 250cc class were #32 Eddie McGregor, #20 Tom Warner, #17 Randy Layne, #50 Chuck Saxton, #1 Rick Woods, #66 Walt Fulton, #14 Sal Acosta, #108 Jim Peterson, #113 Ted Newton, #6 Lee Stumpenhaus and #4 Keith Mashburn. In looking at their past wins in the ACA record book, any one of these riders could have won this championship event. The 250cc trophy dash did get off and the winner was Rick Woods on his Ducati. Second place went to Keith Mashburn, third was Jeff Sparry, and fourth Lee Stumpenhaus.

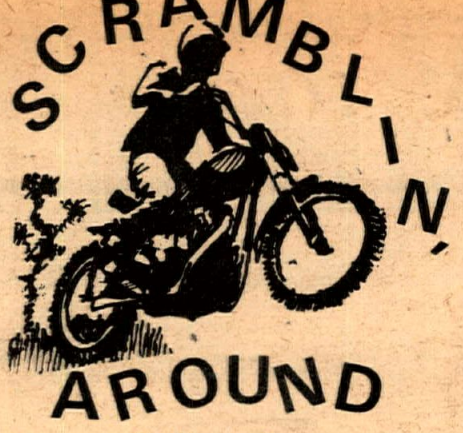
The 100cc trophy dash was taken by Dave Allee on a Suzuki. Right behind Dave came #2, last year's champion, Russ Robinson. Third was Gary Kearns with Tom Warner fourth. In the 100cc Main Event, Dave Aldana repeated his Trophy Dash win and led from pole to pole. No matter how hard Robinson tried to pass Dave, he just couldn't get around him and was forced to settle for second.

Right behind Russ and pushing hard, came Mashburn, finishing third. Giving Keith problems throughout the entire 12-lap Main Event were Tom Warner and Steve Pederson. Steve came from the back of the pack and finished fifth. Sixth place went to Ron Taylor and 7th place to David Quiroz, with Mark Kruse in eighth.

The final event of the championship series was the 500cc Open Main, with Russ Robinson, BSA-mounted, finishing first. Second place went o Clutch Cargo, also BSA-mounted and in third place was Si Porter (Triumph).

The ACA looks forward to an interesting quarter-mile flattrack season coming up in 1968. They also hope to have the new TT course finished by that time which will give the ACA not only professional flattracking but a professional TT course in the Orange County area. The trophy banquet will be held some time in January, and further announcement will be made in this regard.

(Results on page 12)



By Maureen Lee

Once again we can't help reporting on the smashing turn-out at Castaic by the Montesa crew who not only took home trophies (Eddie Mulder the 250cc Expert and Dusty Coppage was highest American Saturday) they really put some pizzas in the American riders' appearance as each man wore a red VIVA shirt with American flags on each sleeve and their name stenciled across the shoulders like the C-Z team. Gets real handy to tell sho's who when the mud flies. In honor of Kim Kimball who crashed with a stag (as the English paper put it) translation, he center-punched a deer, the Montesa pits had a road sign prominently displayed reading CAUTION: ANIMALS CROSSING. A still slightly battered Kimball was on hand to lend support to his team as was Montesa Vice President Dan Gurney and another International Grand Prix car star, Richie Ginther.

Dist. 37 G.P. Trophies

Remember our District 37 Grand Prix? Well, those of you who have a trophy coming, don't worry you'll get it. What with a minor hang-up or so (the paper work was horrendous) and new officers being elected to the District board, the trophies will be passed out at the big annual District presentation where all the perpetual trophies change hands. We'll keep you posted as to where and when.

The Gripsters Grand Prix in February will be the next big one to look forward to. It will be 100 miles (so don't get over-extended at holiday feasts!) and the entry fee will cover a premium for riders medical insurance should you need it! One of the big companies will provide free gas and oil and there will be room for overnight camping. Entries will open soon and we guarantee this will be one you won't want to miss!

We've had one more club cancel out on a scrambles, leaving us just two to go now. Looks like Kirk McDowell will hang on to the lightweight number one and Jim Connolly will get the number two now that Hayward Mendenhall has some torn knee cartilage and can't attempt to hang on to his 18 point lead! John Rice still has the 500cc lead but in the Open class where Ben Fakkeldy is doing battle, Larry Wilburn is coming back (or he might ride a 500 going against John) and C.H. Wheat has his new scooter now and is going through it with an eye to being ready for the next Perris run. If those big Kawasakis go like the little ones do, phew! Watch that 40 inch class!

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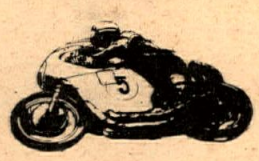

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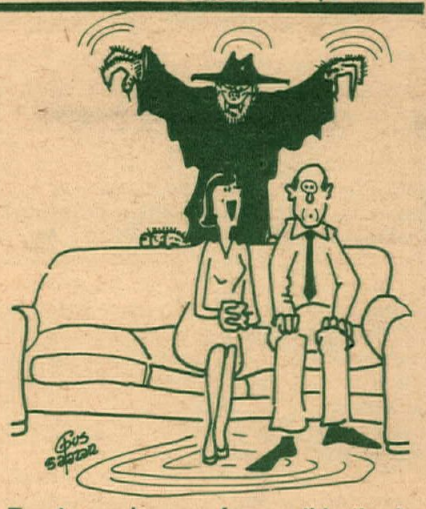

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